

Message Text

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ACTION SY-05

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FM AMEMBASSY ATHENS
TO SECSTATE WASHDC 8421
INFO AMCONSUL FRANKFURT

UNCLAS ATHENS 13530

DEPT FOR FBO; EUR/EX; A/SY/FO; A/SY/T
FRANKFURT FOR RSS

E.O. 11652: N/A
TAGS: ABLD, AFSP, ASEC
SUBJ: SECURITY FENCE - PROPERTY NO 15218

REF A. 75 ATHENS 5942; B. 75 STATE 188008; C. 75 ATHENS
6350; D. 75 STATE 243733; E. 75 ATHENS 7117

1. REQUEST DEPARTMENT PROVIDE GUIDANCE IN A METHOD
FOR PROVIDING MOTORIZED OR OTHER TYPES OF CLOSING
DEVICES ON ALL SEVEN GATES INTO THE CHANCERY, AND
THE CONVERSION THREE OF SWINGING GATES TO A SLIDING MODE
OF OPERATION.

2.PROBLEM: PERIMETER FENCE FOR THE EMBASSY IS NOW
COMPLETE WITH THE EXCEPTION OF GATE INSTALLATION WHICH IS
BEING DELAYED PENDING ARRIVAL OF LOCKING DEVICES.
TO DATE, ONLY THREE OF THE SEVEN GATES HAVE BEEN HUNG.
THESE THREE GATES ARE ALL PEDESTRIAN GATES AND WEIGH FROM
2,500 TO 4,400 POUNDS EACH. EXPERIENCE WITH THESE GATES HAS
INDICATED THE NEED FOR MOTORIZED OR MECHANICAL OPENING AND
CLOSING DEVICES, AS IT TAKES NO LESS THAN THREE STRONG MEN
TO OPEN OR CLOSE THEM. OBVIOUSLY, THIS COMPROMISES THE
EFFECTIVENESS OF THIS SECURITY FENCE.
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3. HISTORICAL DEVELOPMENT:
A. IN RESEARCHING THE HISTORY OF THIS
SECURITY PROJECT IT WAS FOUND THAT IN REF A, PARAS 7, 8 AND 9,
THE POST RECOMMENDED THE CONVERSION OF ALL VEHICULAR GATES
(THREE) TO A SLIDING MODE OF OPERATION, AND THAT ALL SEVEN GATES BE

MOTORIZED. THE POST FURTHER RECOMMENDED THAT THE OVERHEAD RAILS OF THE VEHICULAR GATES BE MODIFIED TO PERMIT ACCESS OF SPECIAL EQUIPMENT-TYPE VEHICLES (I.E. CRANE AND FIRE EQUIPMENT, ETC).

B. ON AUGUST 8, 1975 THE POST RECEIVED A REPLY (REF B) FROM DEPARTMENT WHICH ADVISED THAT THE PROPOSALS DESCRIBED ABOVE WOULD REQUIRE A DETAILED JUSTIFICATION AND DETAILED TECHNICAL DATA AND COMMENTS BY THE RSO PRIOR TO FURTHER CONSIDERATION BY THE DEPARTMENT.

C. THE NEXT DOCUMENTATION AVAILABLE AT POST (REF C) INDICATES THAT ON AUGUST 21, 1975, THE DEPARTMENT WAS NOTIFIED BY THE POST THAT THE TECHNICAL DATA AND JUSTIFICATION FOR CONVERSION OF THE VEHICULAR GATES HAD BEEN POUCHED.

D. IN PARA 4 OF REF C IT WAS NOTED THAT THE POST ADVISED WASHINGTON THAT QUOTE FURTHER STUDY OF THE PROPOSAL TO MOTORIZED SEVEN GATES INDICATES THAT MOTORIZATION WILL NOT BE REQUIRED UNQUOTE. WE BELIEVE THAT THIS DECISION WAS BASED ON A DESIRE FOR SPEEDY PROJECT COMPLETION, LACK OF REALIZATION OF GATES' WEIGHTS, AND ASSUMPTION THAT DESIGNER HAD FULLY CONSIDERED PRACTICAL PROBLEMS IN GATE MOVEMENTS.

E. THE LAST MENTION OF MOTORIZING THE PERIMETER FENCE GATES WAS MADE IN REF D, PARA 2. THIS PARAGRAPH INSTRUCTED THE RSO TO RESTATE THE REQUIREMENTS SET FORTH IN ATHENS 7117 (REF E) IN VIEW OF THE ACCESS NEEDS OF THE POST, AND GAVE SEVERAL SUGGESTIONS ON CONTROL OF ACCESS INTO THE EMBASSY PROPERTY. THE CONCLUDING SENTENCE OF THIS PARAGRAPH WHICH DOES NOT APPEAR TO BE PERTINENT TO THE REST OF THE UNCLASSIFIED

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INFORMATION PROVIDED, NOTES THAT QUOTE ELECTRICAL SLIDING DOORS WOULD BE DIFFICULT TO CONTROL SHOULD NEED ARISE TO CLOSE ALL AT SAME TIME UNQUOTE. NO FURTHER EXPLANATION OR RATIONALE WAS GIVEN.

4. DISCUSSION:

A. SINCE INFORMATION PERTAINING TO THE RATIONALE AND THE BASIS FOR DECIDING AGAINST MOTORIZATION IS NOT AVAILABLE, THE POST HAS NO ALTERNATIVE BUT TO REQUEST INFORMATION AND/OR ADVICE ON THE METHOD OF OPERATION PLANNED FOR THESE PERIMETER FENCE GATES. IN CONSULTATION WITH AN ENGINEER, THE FOLLOWING INFORMATION IS PROVIDED TO ILLUSTRATE THE PROBLEMS THAT ARE BEING FACED.

(1) THE LIGHTEST GATE WEIGHS 2,500 POUNDS AND IS A PEDESTRIAN GATE GIVING ACCESS TO THE REAR PARKING AREA. THE MAIN PEDESTRIAN ENTRANCE TO THE EMBASSY FROM VAS. SOPHIAS STREET IS THE HEAVIEST GATE AND WEIGHS

4,400 POUNDS.

(2) THE SWINGING GATES, IF HUNG AND BALANCED PROPERLY, POSSIBLY CAN BE OPENED AND CLOSED MANUALLY. BUT THIS WILL REQUIRE THE USE OF A LOCAL GUARD TO OPERATE EACH GATE AND THERE IS AN ADDITIONAL HAZARD THAT PERHAPS HAS NOT BEEN CONSIDERED. EACH PANEL OF THESE SWINGING GATES WEIGHS A MINIMUM OF 2,000 POUNDS AND IS 2.55 METERS IN LENGTH. ONCE SET IN MOTION MANUALLY, THE INERTIAL VELOCITY OF THE GATE PANEL WILL BE EXTREMELY DIFFICULT, IF NOT IMPOSSIBLE, TO CONTROL. THIS MUCH MOVING WEIGHT WOULD DEFINITELY BE A SAFETY HAZARD TO PEDESTRIANS AND VEHICLES ALIKE.

5. UTILIZATION OF ACCESS GATES: ON A DAILY BASIS, DURING BUSINESS HOURS, PEDESTRIAN GATES A (MAIN ENTRANCE), B(CONSULAR ENTRANCE) AND F (EMBASSY PARKING LOT ENTRANCE) ARE TO BE LEFT OPEN TO FACILITATE

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THE FLOW OF PEDESTRIAN TRAFFIC. TO ILLUSTRATE THE ACCESS PROBLEMS AND AMOUNT OF VISITOR TRAFFIC WITHIN THE EMBASSY, A STUDY WAS CONDUCTED COVERING A SIX MONTH PERIOD FOR THE TWO RECEIVING AREAS (I.E. MAIN LOBBY AND CONSULAR ENTRANCE). IT WAS LEARNED THAT DURING THE PERIOD JUNE 1 THROUGH NOVEMBER 30, 1976, A TOTAL OF 65,000 VISITORS WERE LOGGED INTO THE EMBASSY. OF THE TOTAL, 31,504 WERE LOGGED INTO THE CONSULAR SECTION AND 33,548 INTO THE MAIN LOBBY. BASED ON THE ABOVE TOTALS, AND A TWENTY DAY MONTH THIS IS AN AVERAGE OF 9,350 PER MONTH OR 467.5 A DAY. WITH 467 VISITORS PER DAY, AND NOT TAKING EMPLOYEES INTO CONSIDERATION, THESE THREE GATES ARE REQUIRED JUST TO HANDLE VISITOR TRAFFIC. OVERALL CONTROL OF THESE VISITORS, ONCE IN THE BUILDING, IS LESS THAN ADEQUATE AND WILL BE THE SUBJECT OF A SEPARATE PROPOSAL WHICH IS BEING DEVELOPED BY THE RSO.

6. DURING THE DEVELOPMENT OF THIS PROJECT, THE EMBASSY HAS REQUESTED A BID FROM A CONTRACTOR FOR THE MOTORIZATION OF THESE GATES IN WHICH HE QUOTED A PRICE OF 89,460 DRACHMAS (\$2,400 U.S) TO MOTORIZE EACH GATE AND 93,240 DRACHMAS (\$2,500 US) TO CONVERT EACH SWINGING GATE TO A SLIDING MODE. HOWEVER, WHEN RECONTACTED BY THE EMBASSY ENGINEER, HE STATED THAT NOW THAT HE HAS SEEN THE WEIGHT AND SIZE OF THE PROBLEM HIS BID IS NO LONGER VALID, AS HE WILL BE UNABLE TO PURCHASE EQUIPMENT POWERFUL ENOUGH TO OPERATE THESE GATES.

7. THE POST THEREFORE REQUESTS A/SY/FO AND FBO
CONTACT THE DESIGNER TO DETERMINE THE METHOD OF
OPERATION PLANNED BY THE DESIGNER. UPON RECEIPT
OF THAT INFORMATION, REQUEST FBO AND A/SY/FO
COORDINATE AND PROVIDE THE NECESSARY SPECIFICATIONS
SOURCE AND FUNDING TO EFFECT THE RECOMMENDED MENAS
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OF AUTOMATING THE OPENING/CLOSING OF THESE GATES.
CONTROLS FOR ALL GATES SHOULD BE REMOTE AND LOCATED AT THE
MSG DESK. THE DEPARTMENT'S ASSISTANCE TO EXPEDITE THE
COMPLETION OF THIS PROJECT WILL BE GREATLY APPRECIATED BY POST.
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